

Franklin Avenue reconstruction

BAC and PAC Engineering Subcommittee Updates – March 2023

Welcome and project status

Project scope

- Roadway reconstruction
- Safety improvements
- Pedestrian, bike, and transit accommodations
- Streetscape and stormwater improvements



Project goals and themes



Safe
pedestrian
crossings



Space for
all travel
modes



Better
community
connections



Support
business and
institutions

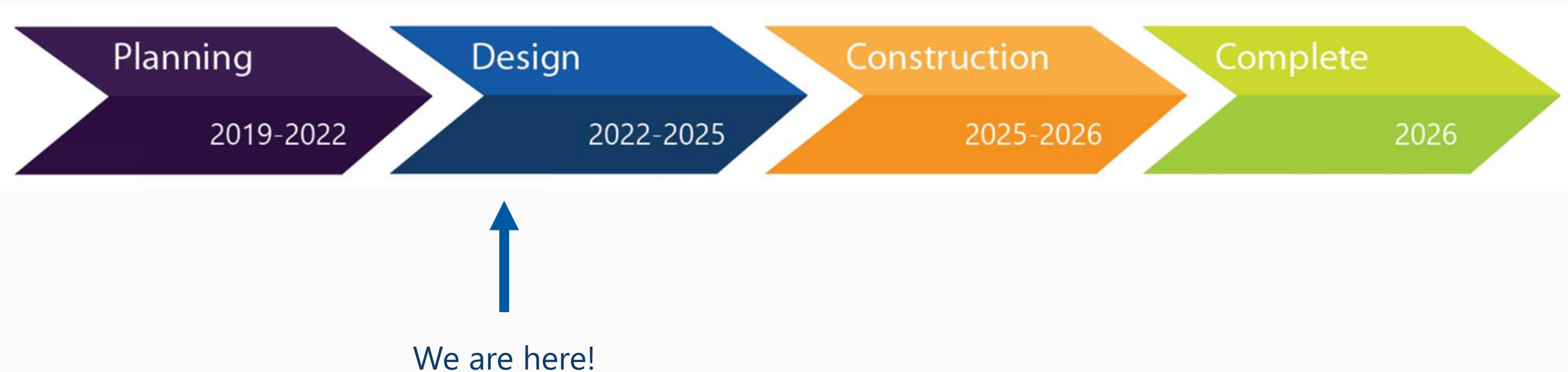


Enhance
visual
character



Minimize
traffic
delays

Project schedule



Public engagement update

Engagement to date



Established the
Community
Advisory Group



Open house #1
October 3, 2022



Attended 4 pop
up events in the
community



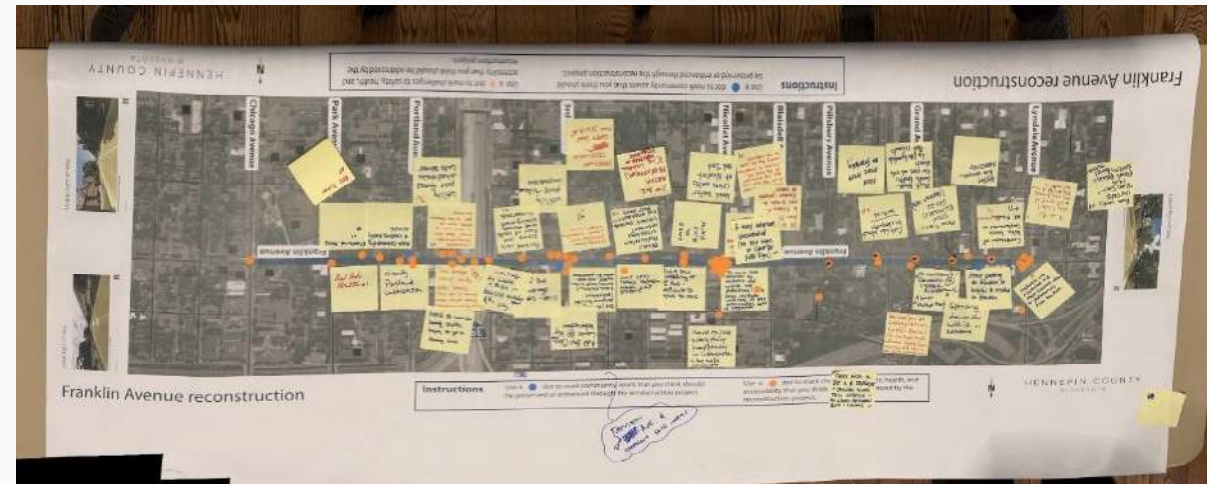
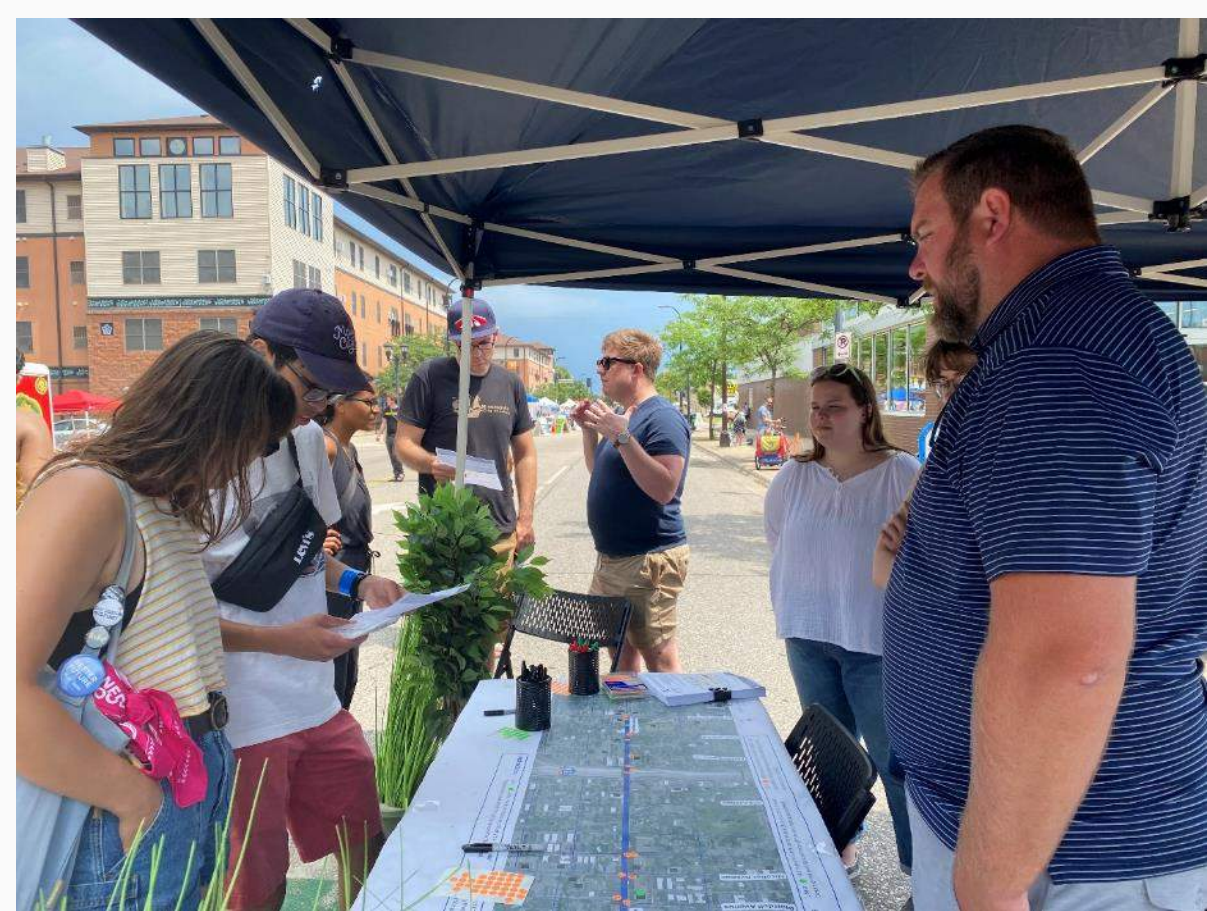
Received 153
survey responses
in English



Received 72
survey responses
in Spanish

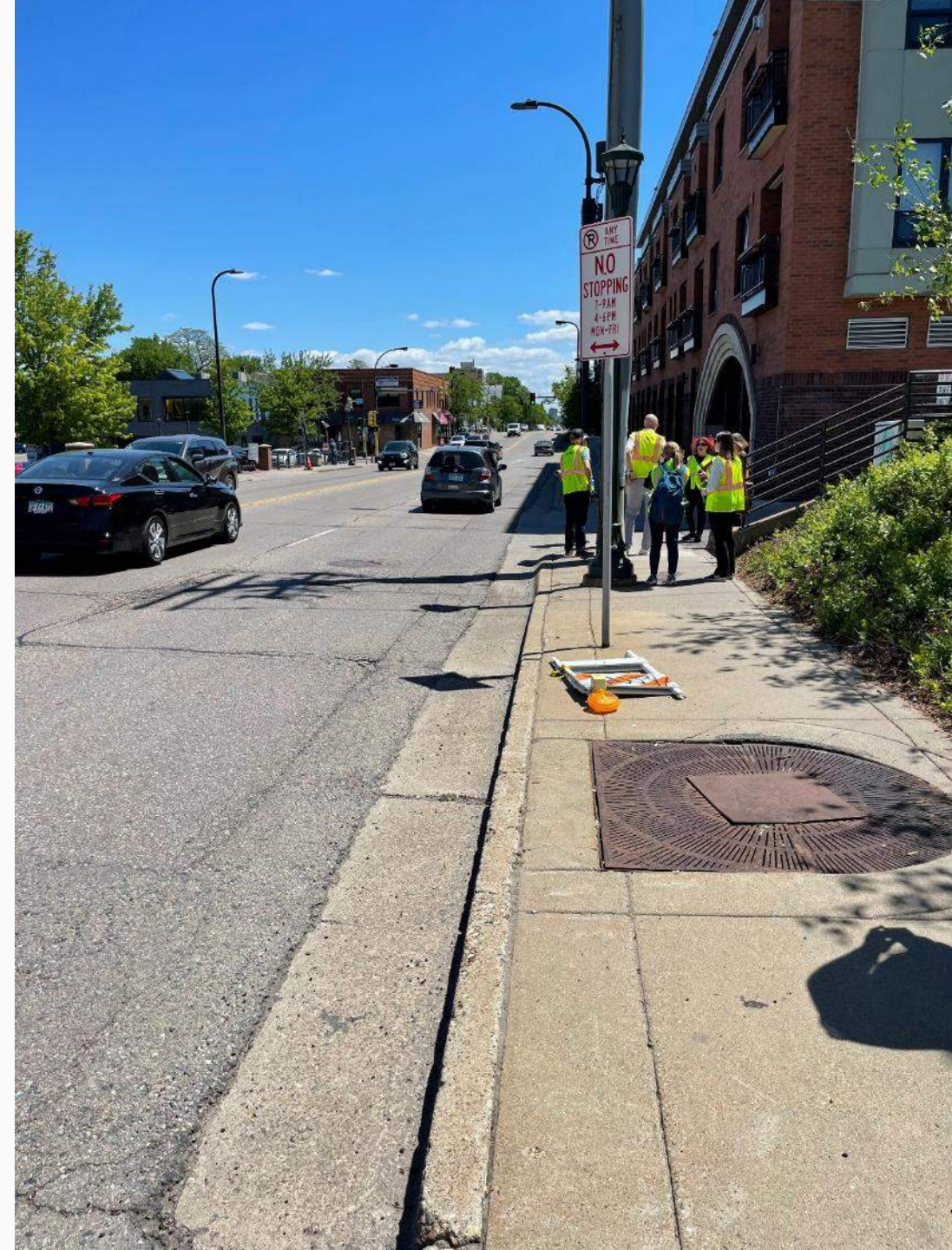
Overall observations

- Everything is important and much is needed! But...
- **Strong support** for pedestrian, transit, and bike needs
- **Moderate support** for green space and auto needs
- **Mixed feelings** on parking and delivery needs



Implications

- Informing mode priorities
- Defining and weighting selection criteria
- Targeting specific locations for improvements
- Building capacity to connect again with people



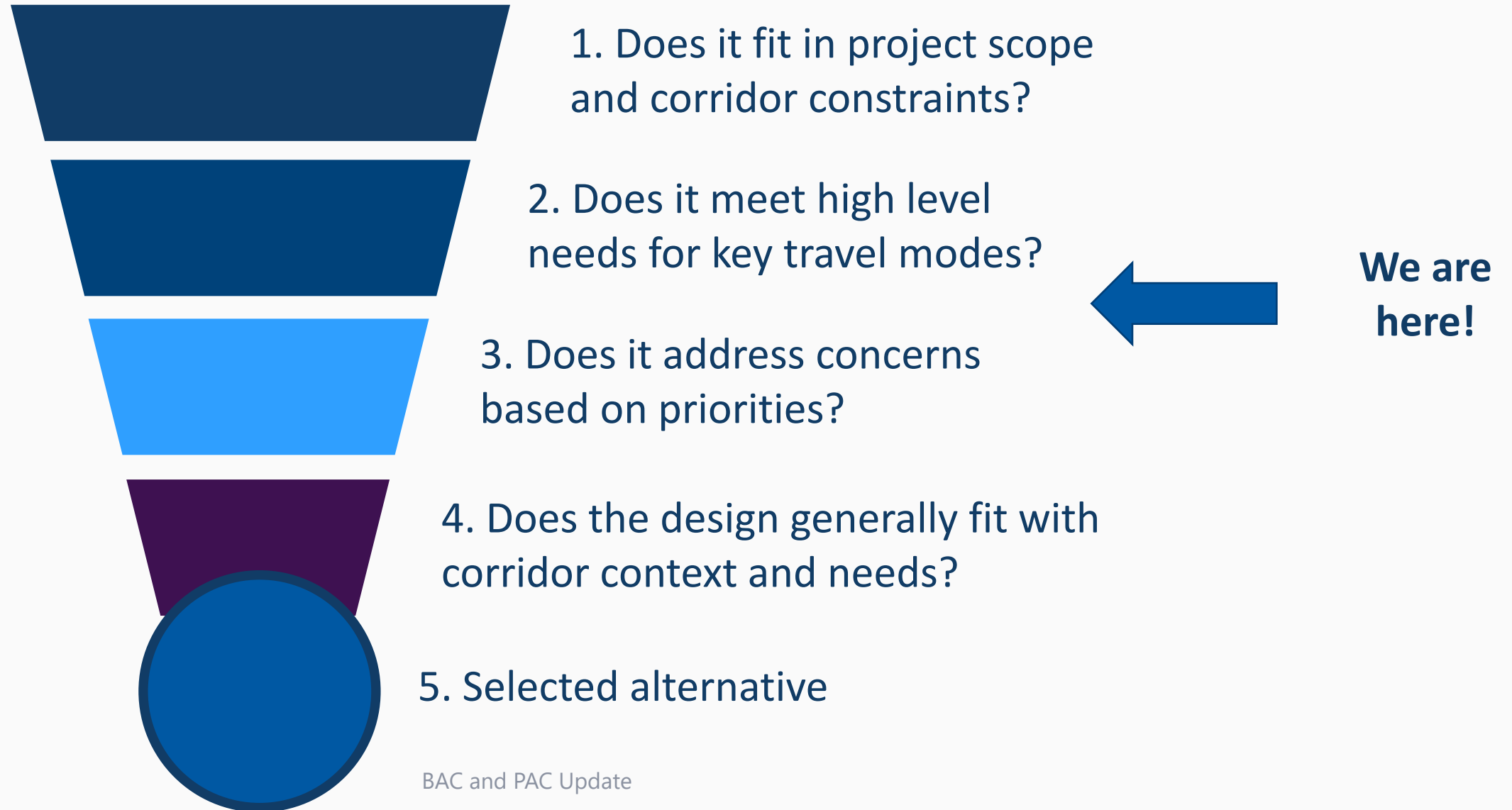
Concept development and evaluation

Challenges

- Many needs to balance (walking, biking, driving, greening, etc.)
- Limited space to fit things (narrow ROW, constrained corridor)
- **Varying conditions + multiple needs = too many options!**



Tiered screening process



Selection criteria



Pedestrian
safety &
walkability



Bicycle
safety &
walkability



Vehicle
safety



Transit
access



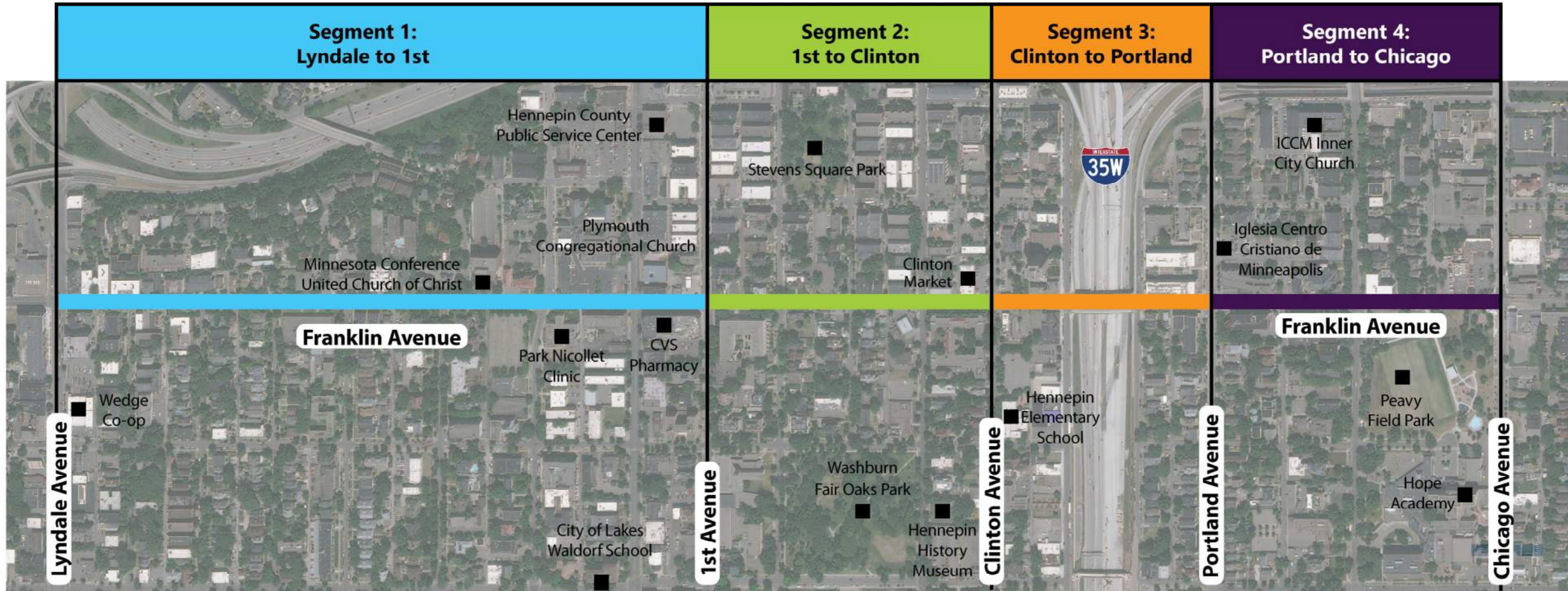
Vehicle
mobility



Social,
economic, and
environmental
considerations

Preliminary concepts

Corridor segments



Lyndale Avenue to 1st Avenue (Segment 1)



Franklin Ave, between Lyndale Ave and Nicollet Ave, Looking East

Portland Avenue to Chicago Avenue (Segment 4)



Franklin Ave, between Portland Ave and Chicago Ave (looking east)

Segments 1 and 4: center median concept

Concept 1



Segments



Features

- Two thru lanes with a raised median
- Landscape boulevard on both sides
- Bike lane and sidewalk on both sides

Pros

- + Wider pedestrian and bike space
- + Space for landscaping
- + Median for safety in crossing

Cons

- Traffic impacts
- Restrictions on left turns

Segments 1 and 4: center turn lane concept

Concept 2



Segments



Features

- Two thru lanes with a center turn lane
- Landscape boulevard on both sides
- Bike lane and sidewalks on both sides

Pros

- + Moderate pedestrian and bike space
- + Space for landscaping
- + Center turn lane for turning and maneuvering

Cons

- Potential turn conflicts in center lane
- May need pedestrian crossing treatments

Segments 1 and 4: two lane concept

Concept 3



Segments



Features

- Two thru lanes
- Landscape boulevard on both sides
- Bike lane and sidewalk on both sides

Pros

- + Wider pedestrian and bike space
- + Widest space for landscaping
- + Shortest roadway crossing distance

Cons

- Traffic impacts
- No center refuge space

1st Avenue to Clinton Avenue (Segment 2)



Franklin Ave, between 1st Ave and 3rd Ave, Looking East

Segment 2: center median concept

Concept 1A



Segment



Features

- Two thru lanes with a raised median
- Landscape boulevard on one side
- Shared use path on both sides

Pros

- + Wider pedestrian and bike space
- + Some space for landscaping
- + Median for safety in crossing

Cons

- Traffic impacts
- Restrictions on left turns
- Pedestrian and bike conflict potential

Segment 2: center turn lane concept

Concept 2A



Segment



Features

- Two lanes with a center turn lane
- Landscape boulevard on one side
- Shared use path on both sides

Pros

- + Moderate pedestrian and bike space
- + Some space for landscaping
- + Center lane for turning and maneuvering

Cons

- Potential turn conflicts
- May need pedestrian crossing treatments
- Ped and bike conflicts

Segment 2: dedicated bike lane concept

Concept 3A



Segment



Features

- Two thru lanes with a center turn lane
- Street-level bike lane on both sides
- Sidewalk on both sides

Pros

- + Separate pedestrian and bicycle facilities
- + Center turn lane for turning and maneuvering

Cons

- No landscaping or buffer area
- Potential turn conflicts
- May need pedestrian crossing treatments

Segment 2: two lane concept

Concept 4A



Segment



Features

- Two thru lanes
- Landscape boulevard on both sides
- Shared use path on both sides

Pros

- + Wider pedestrian and bike space
- + Widest space for landscaping
- + Shortest roadway crossing distance

Cons

- Traffic impacts
- No center refuge space
- Pedestrian and bike conflict potential

Clinton Avenue to Portland Avenue (Segment 3)



Next steps

Next Steps

- Concept development
- Open house #2
 - Monday, March 20 @ 4 PM
 - Plymouth Church

Project contacts

County project manager

Nathan Ellingson

612.596.0375

nathan.ellingson@hennepin.us

City project lead

Peter Bennett

612-289-5282

peter.bennett@minneapolismn.gov

Bolton & Menk lead

Aaron Warford

651.503.5700

aaron.warford@bolton-menk.com



hennepin.us/
franklincorridor